

Alaskan Way Viaduct **REPLACEMENT** PROGRAM



Seattle City Council
Jan. 12, 2015

Today's **Agenda**



- Response to City letter
- Overview of STP's completed work
- Seattle Tunnel Partners access pit update
- Settlement update

Response to SPU/SDOT Jan. 6, 2015 letter to WSDOT

City-State Coordination:

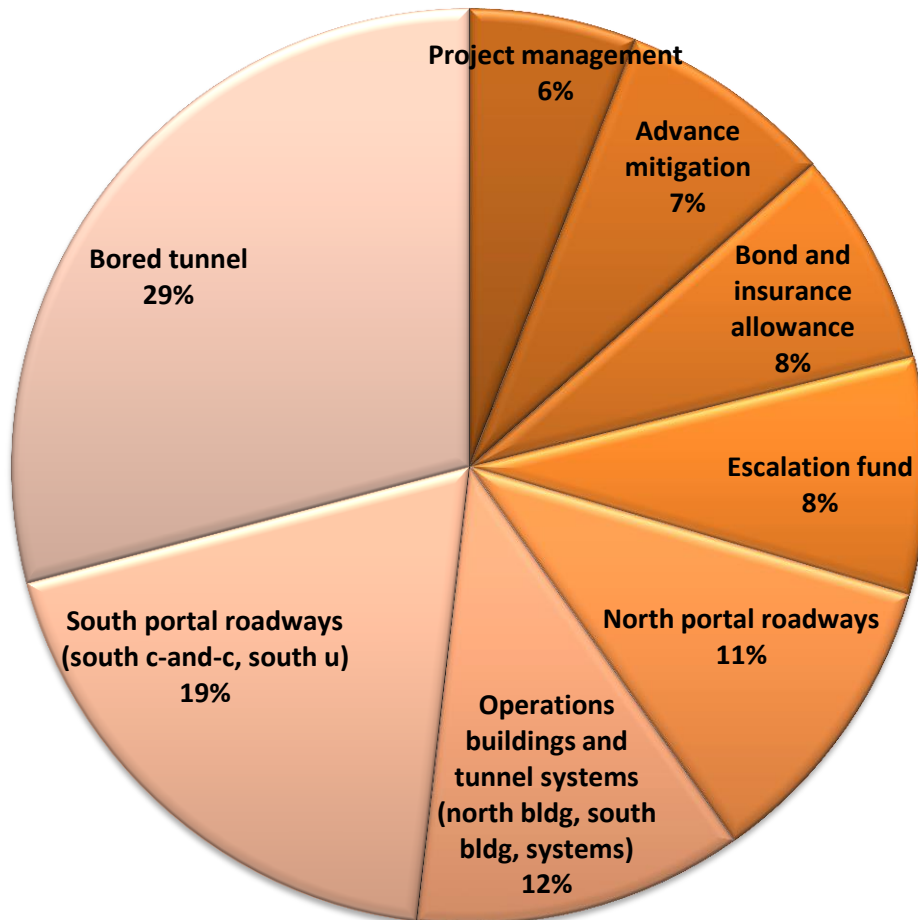
- Ongoing participation in unified command structure.
- City has access to Seattle Tunnel Partners and WSDOT survey data.
- Ongoing coordination calls to discuss results of City and State assessments related to the viaduct, ground settlement, building assessments and utility surveys.

City - State

COORDINATION

SR 99 tunnel contract

OVERVIEW



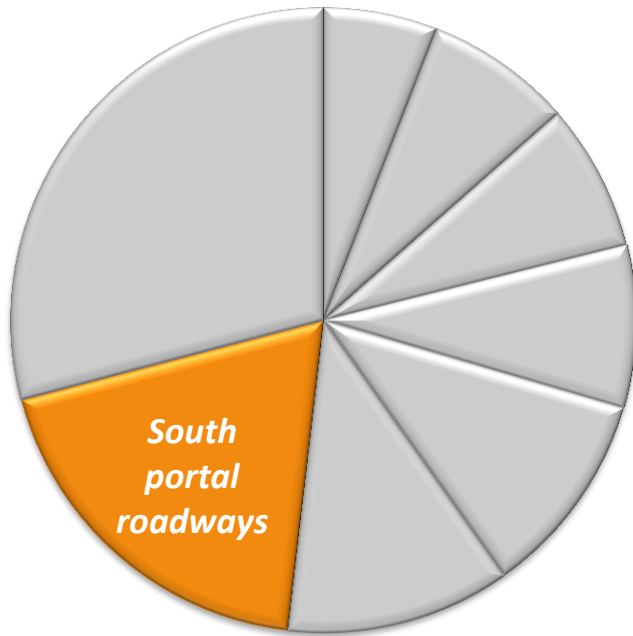
= \$1.35 billion

SOUTH PORTAL ROADWAYS

82 percent complete

Estimated cost: \$250 million

Paid to date: \$205 million



Components include:

- South cut-and-cover tunnel
- Ramps and other highway connections



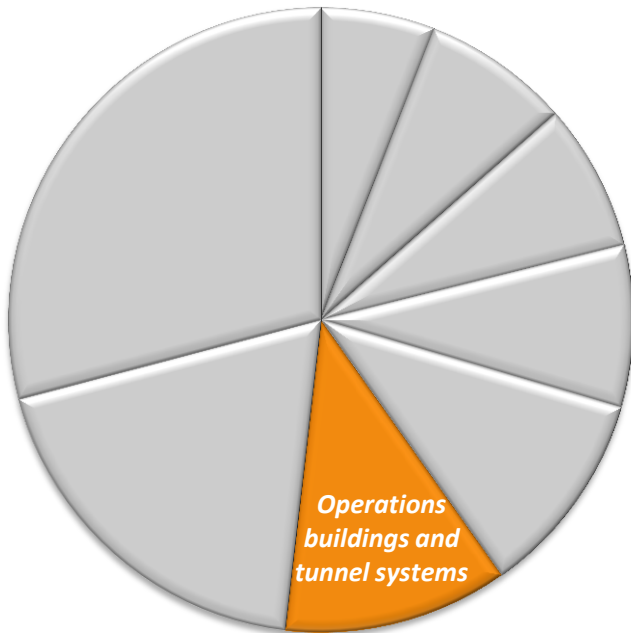
Inside the south cut-and-cover tunnel

OPERATIONS BUILDINGS AND TUNNEL SYSTEMS

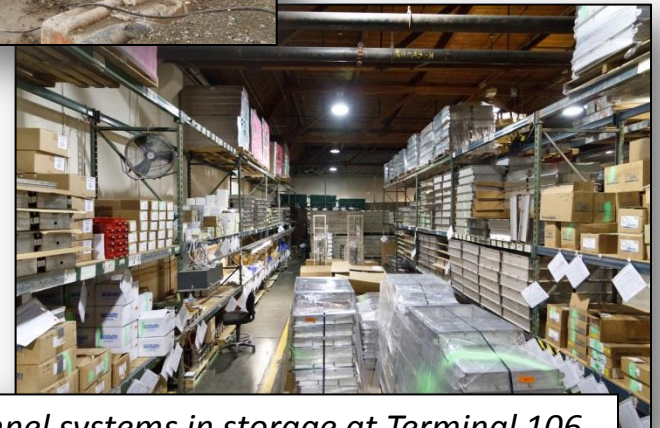
45 percent complete

Estimated cost: \$153 million

Paid to date: \$69 million



South portal operations building



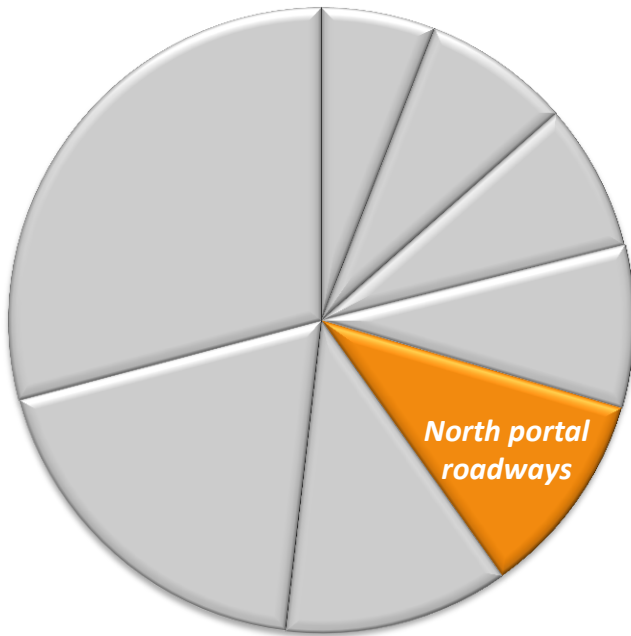
Tunnel systems in storage at Terminal 106.

NORTH PORTAL ROADWAYS

71 percent complete

Estimated cost: \$140 million

Paid to date: \$99.5 million



Components include:

- North cut-and-cover tunnel
- Ramps and other highway connections



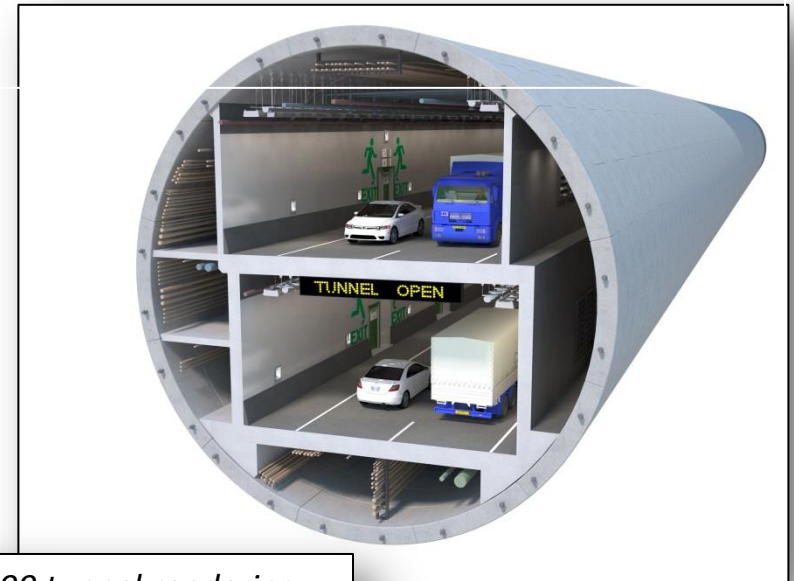
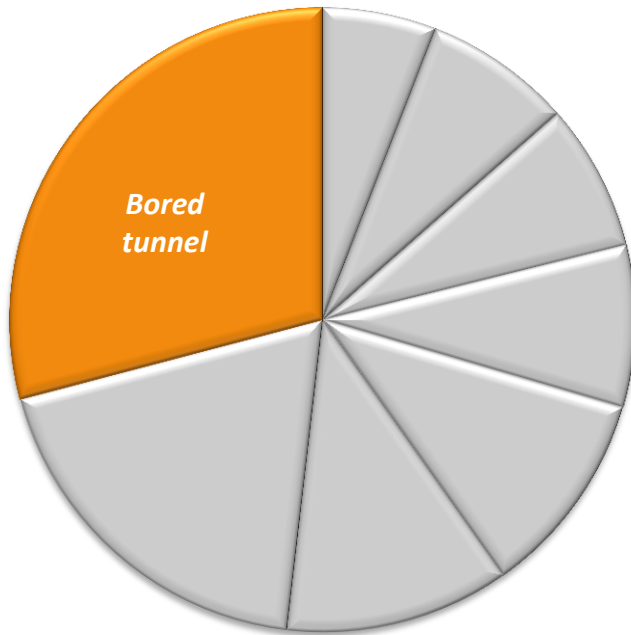
The SR 99 tunnel's future north portal.

BORED TUNNEL – Design

94 percent complete

Estimated cost: \$26 million

Paid to date: \$24 million



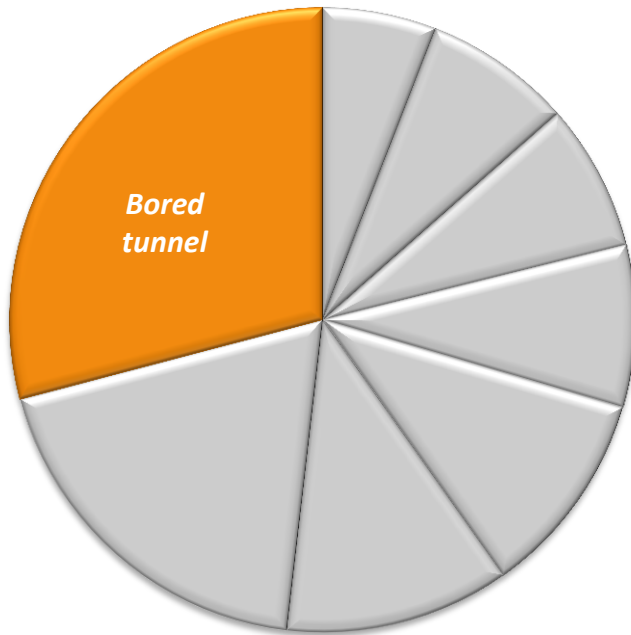
SR 99 tunnel rendering.

BORED TUNNEL – Tunneling machine and conveyor system

92 percent complete

Estimated cost: \$162 million

Paid to date: \$150 million



Components include:

- Conveyor system
- Manufacture, transport, assembly and support for the tunneling machine
- Muck storage facility



Bertha and the conveyor system.

BORED TUNNEL – Interior structures

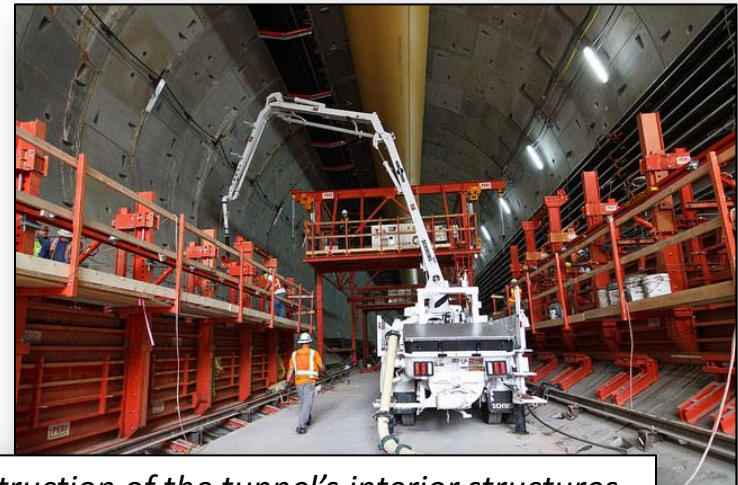
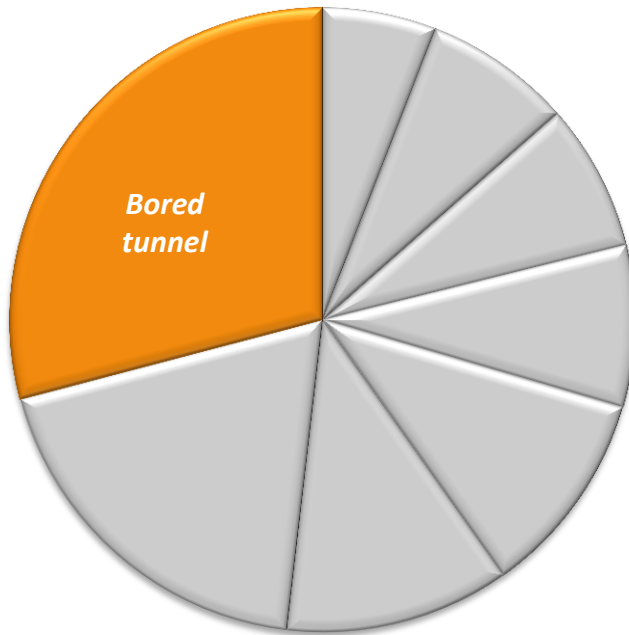
16 percent complete

Estimated cost: \$44 million

Paid to date: \$7 million

Components include:

- Materials
- Significant up-front costs due to fabrication of form work



Construction of the tunnel's interior structures.

BORED TUNNEL –

Tunnel liner fabrication

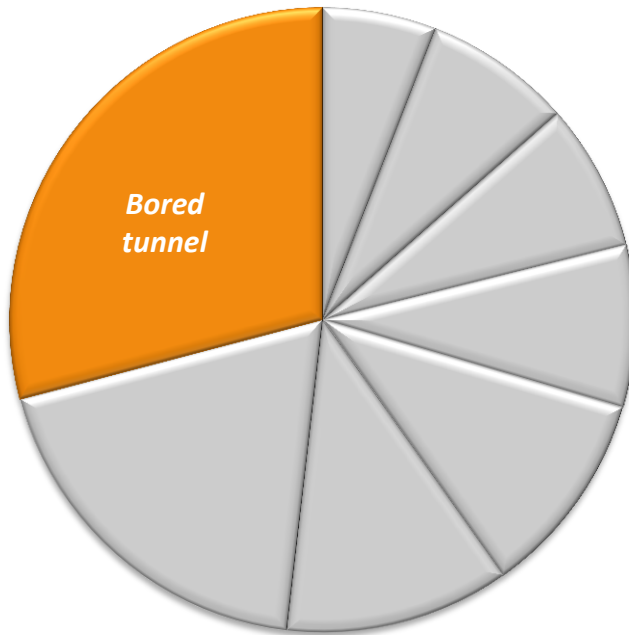
96 percent complete

Estimated cost: \$71 million

Paid to date: \$68 million

Components include:

- Fabrication of tunnel liners



Tunnel liners at the manufacturing facility in Frederickson, Wash.

BORED TUNNEL – Tunnel **mining and liner installation**

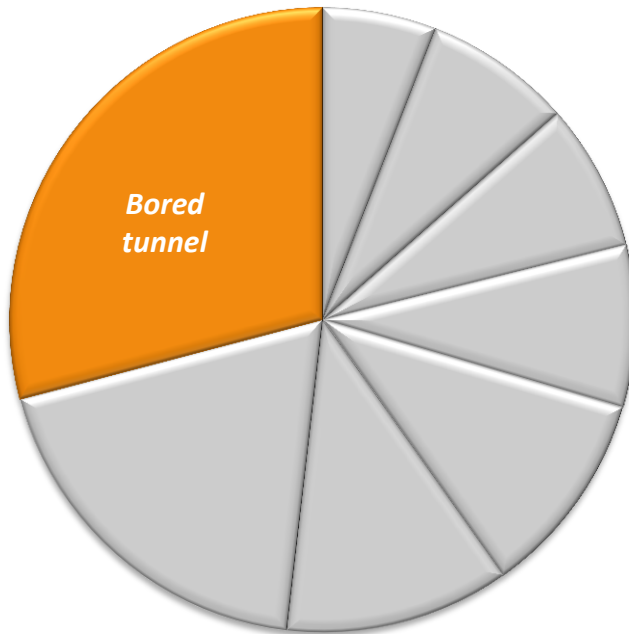
26 percent complete

Estimated cost: \$78 million

Paid to date: \$20.5 million

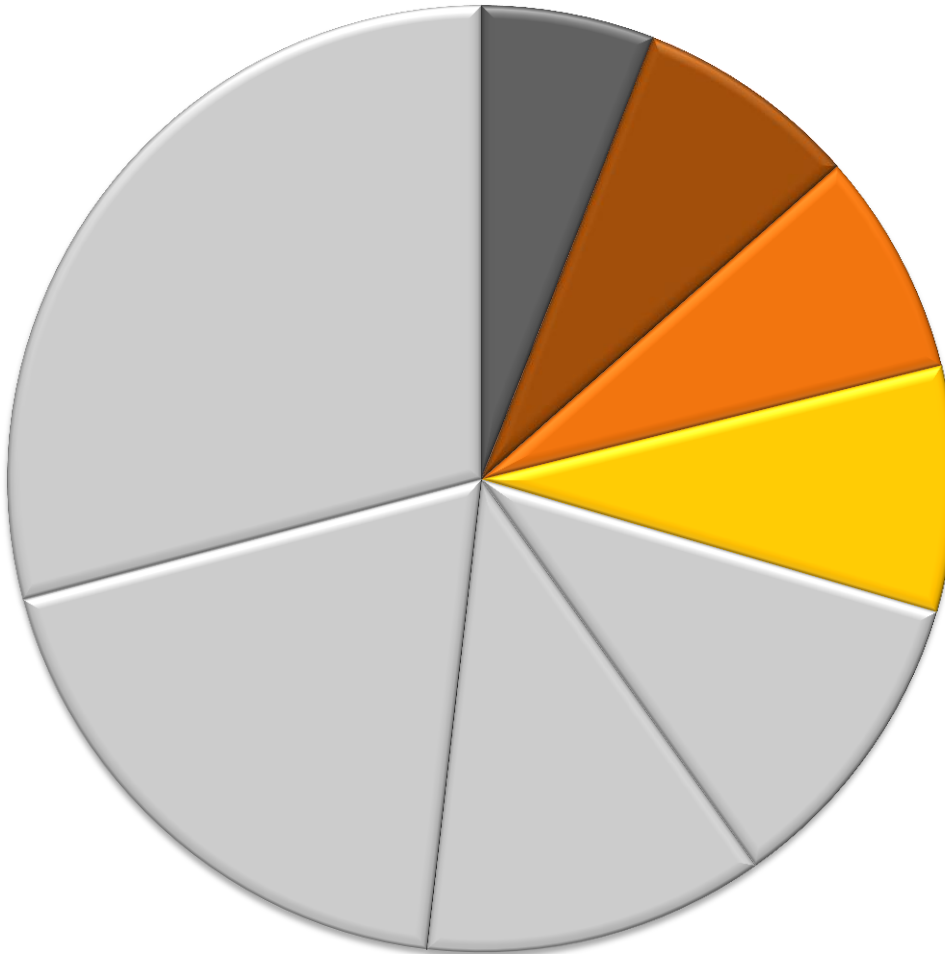
Components include:

- Tunnel excavation and associated costs
- Liner installation
- Significant up-front costs



Bertha at the start of the tunnel drive.

REMAINING ITEMS



Project management

72 percent complete

Estimated cost: \$77 million

Paid to date: \$56 million

Advance mitigation

84 percent complete

Estimated cost: \$100 million

Paid to date: \$84 million

Bond and insurance allowance

73 percent complete

Estimated cost: \$100 million

Paid to date: \$73 million

Escalation fund

69 percent complete

Estimated cost: \$110 million

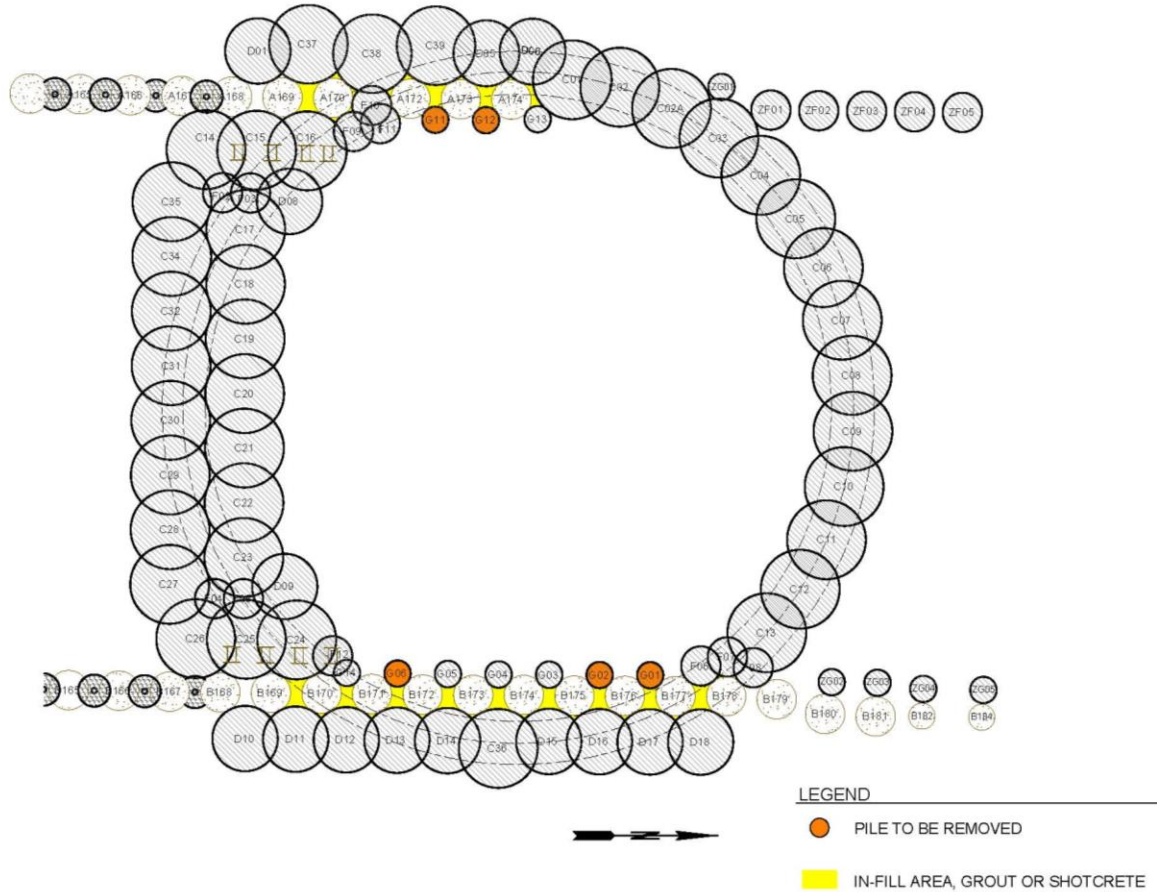
Paid to date: \$76 million

Access pit excavation, Jan. 8, 2015



OxBlue®

Repairing
BERTHA



Repairing

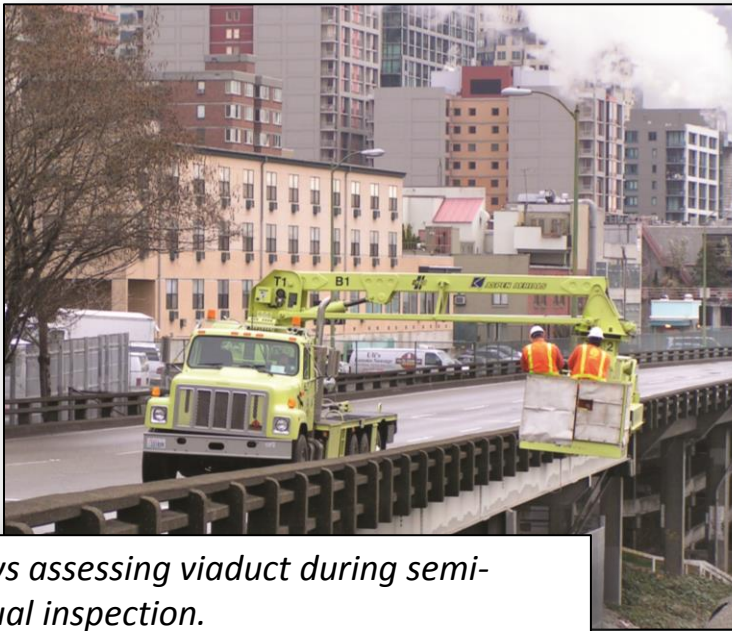
BERTHA



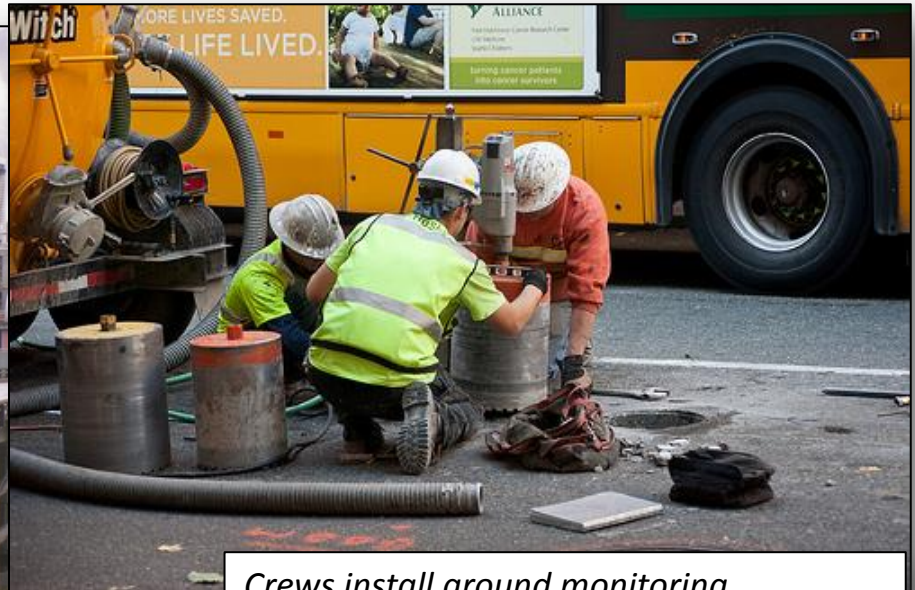
The modular lift tower will lift a section of the tunneling machine

Repairing
BERTHA

- Ground settlement currently stable.
- Completed more than 55 building assessments. No structural damage.
- Continue to monitor buildings, viaduct and ground regularly.

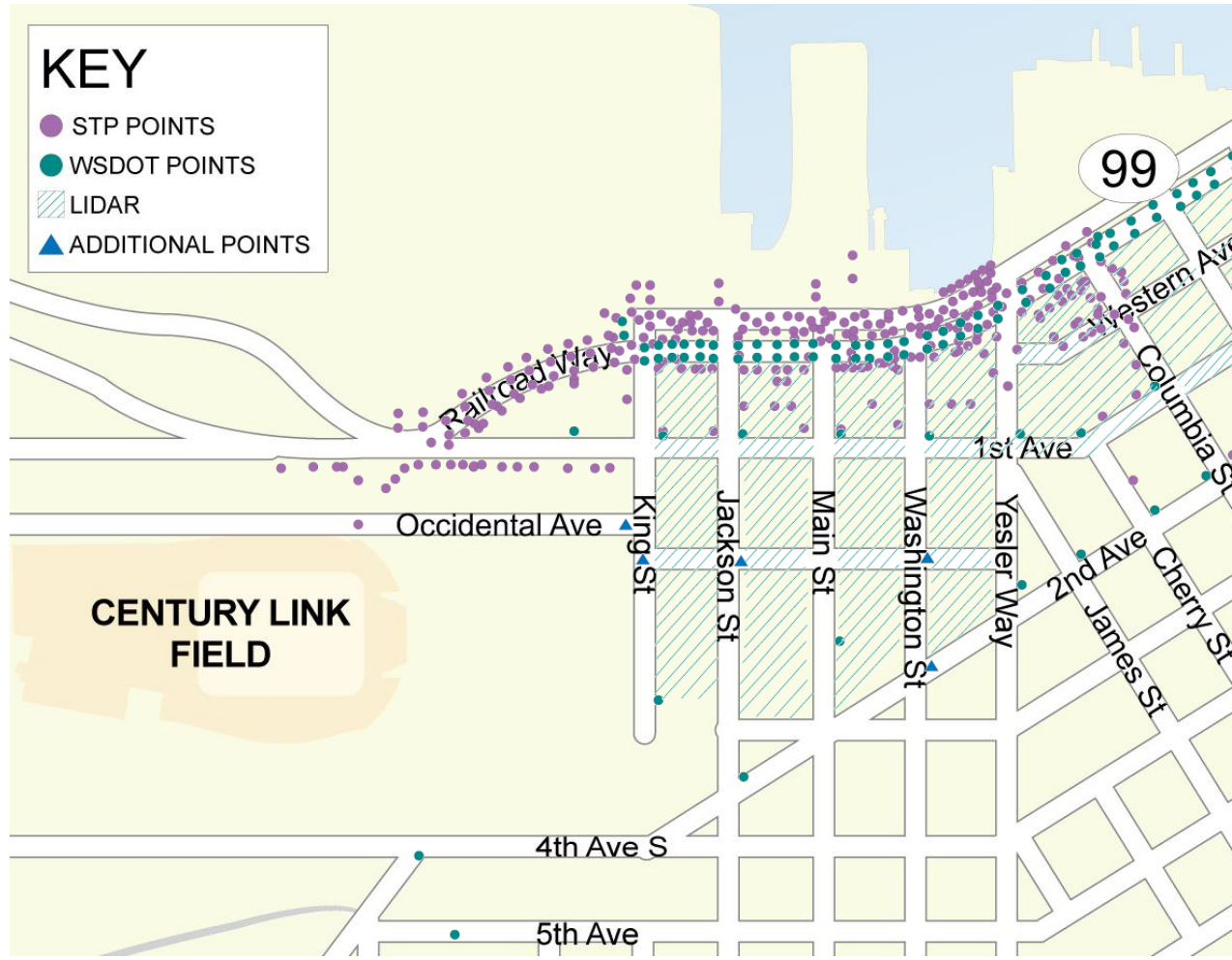


Crews assessing viaduct during semi-annual inspection.



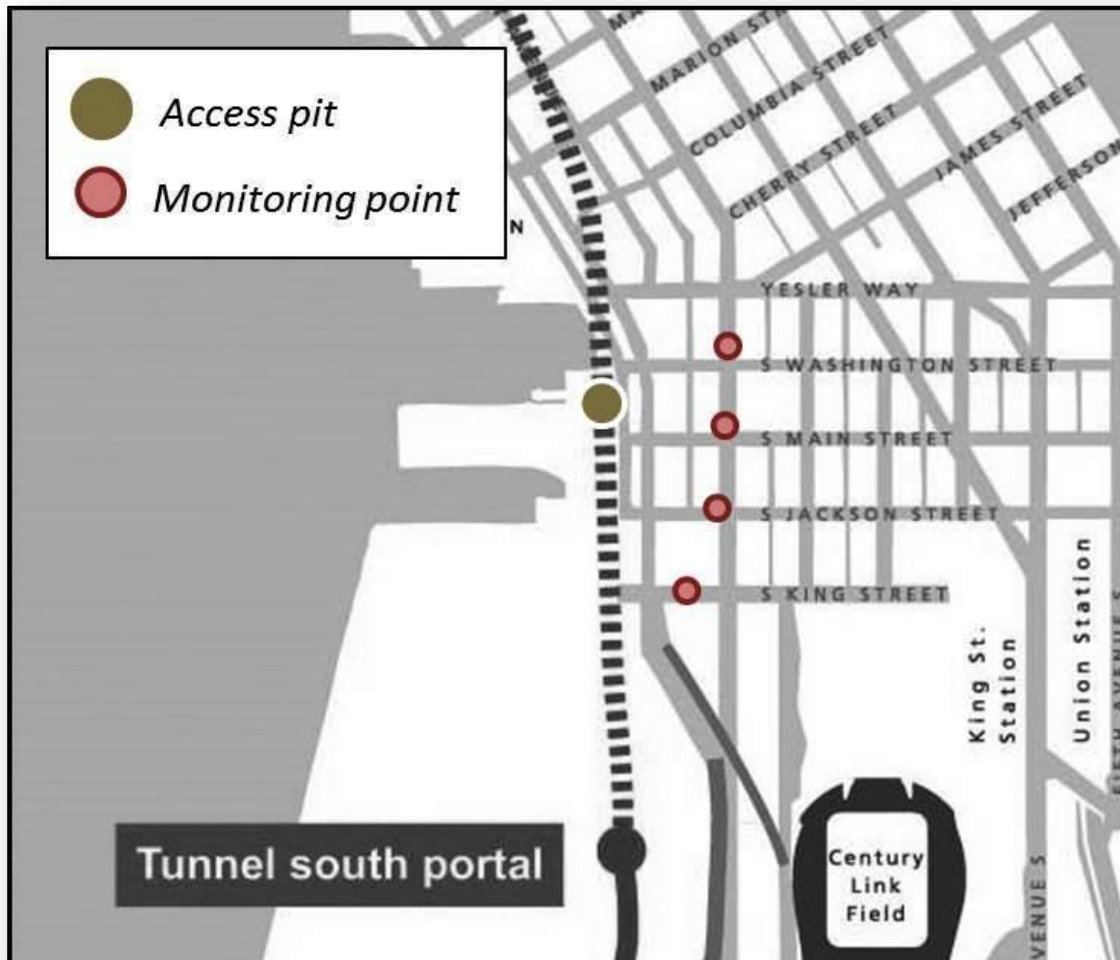
Crews install ground monitoring instruments along the SR 99 tunnel route.

ONGOING
MONITORING



Ongoing

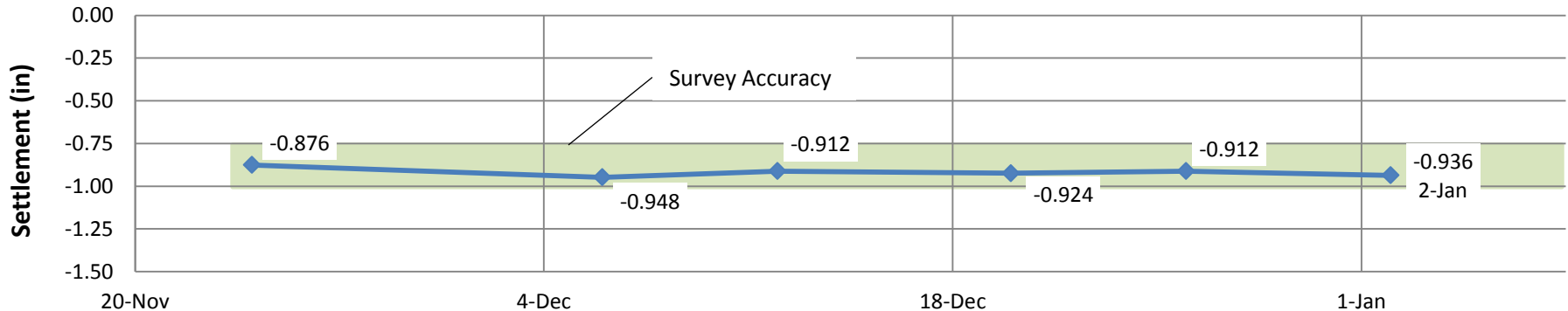
MONITORING



Settlement

MONITORING

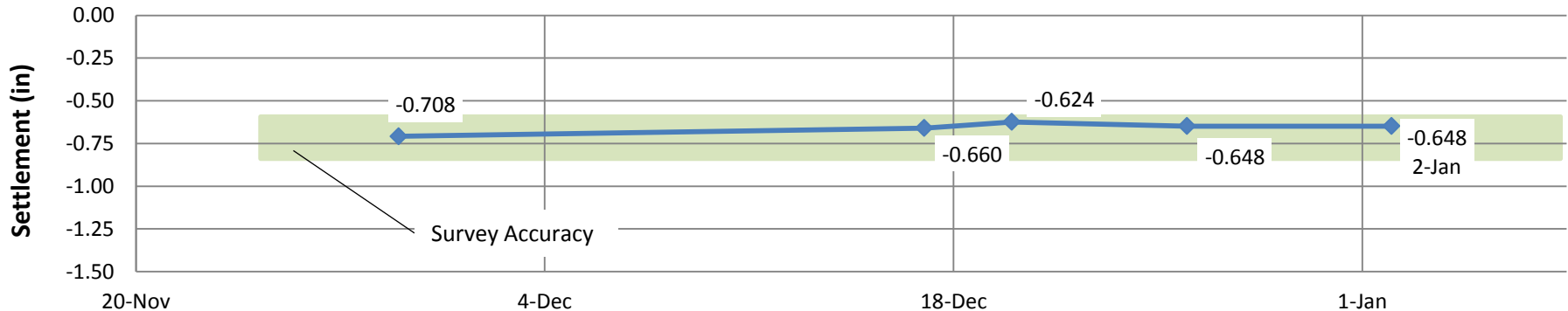
South Dearborn Street and First Avenue South (Secondary surface survey control point– FIRE)



- All readings shown are based on STP survey data.
- The blue points represent the net change in elevation detected at a single reading.
- Three survey teams are collecting and analyzing data: WSDOT, STP and the City of Seattle. These teams have determined that some of the survey control point readings need to be adjusted using the regional survey control network. We anticipate the adjustment will decrease the previously reported amount of settlement.

Settlement
MONITORING

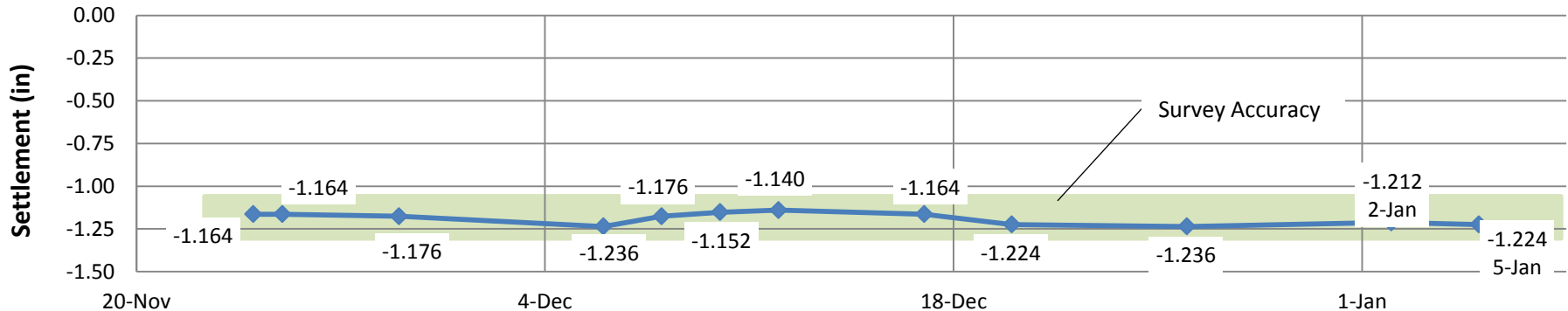
South Washington Street and First Avenue South (Secondary surface survey control point – MTC 019)



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Settlement
MONITORING

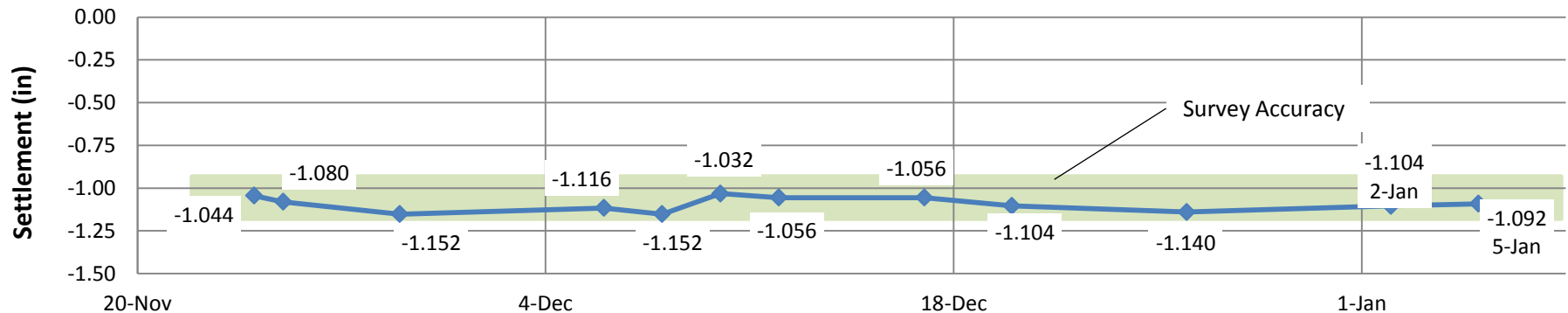
South Jackson Street and First Avenue South (Secondary surface survey control point– JACK)



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Settlement
MONITORING

South Main Street and First Avenue South (Secondary Surface Survey Control Point – MAIN)



- All readings shown are based on STP survey data.
- The blue points represent the net change in elevation detected at a single reading.
- Three survey teams are collecting and analyzing data: WSDOT, STP and the City of Seattle. These teams have determined that some of the survey control point readings need to be adjusted using the regional survey control network. We anticipate the adjustment will decrease the previously reported amount of settlement.

Settlement
MONITORING



- Completed more than 55 building assessments. No structural damage.
- Coordinating with property owners on property condition surveys.

 Property Owner Coordination Area
 Completed Visual Building Assessments

Pioneer Square building

ASSESSMENTS

- \$30 million from the Program budget provided to King County for added transit service during SR 99 construction since 2009.
 - Added 150 weekday bus trips and 7,200 daily transit seats between downtown Seattle and West Seattle, Burien, SODO/Georgetown, Ballard/Magnolia and North Seattle.
 - Funding ended in June 2014.
- In 2013 the Legislature passed SB 6001 giving WSDOT authority to enter into a new agreement with King County to continue the transit service.
 - Directed WSDOT to use funds from a source other than the viaduct program.
 - Agreement is in place and continues through June 2015.
- Future transit funding will be determined by the Legislature.
- No additional transit funding is planned during the approximately week-long closure of the viaduct when the tunneling machine passes under it.

Transit

MITIGATION

How to **REACH US**



*Our information center,
Milepost 31, is located
at 211 First Ave. S. in
Seattle's Pioneer
Square neighborhood.*

Website:
www.AlaskanWayViaduct.org

Twitter:
[@BerthaDigsSR99](https://twitter.com/BerthaDigsSR99)

Email:
viaduct@wsdot.wa.gov

Hotline:
1-888-AWV-LINE